FAST & FURIOUS™

32

Build the Legendary

DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE

FAST & FURIOUS

Build the Legendary
DODGE CHARGER R/T



United Kingdom
Published by De Agostini UK Ltd c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

USA
Published by De Agostini Publishing USA, Inc. c/o Becker, Glynn, Muffly, Chassin & Hosinski LLP, 299 Park Avenue, New York, New York 10171

ISBN: 978-1-4439-5175-3
FFN32: 21 04 14

ISSN 2631-9799 (Print)
ISSN 2732-4583 (Online)

Picture credits: NBCUniversal Archive; Getty Images, FCA Archives; Alamy; BMC Air Filters; Sprint Filter

Fast & Furious Franchise © 2021 Universal City Studios LLC.
All Rights Reserved.

Dodge, HEMI and related logos, vehicle model names and trade dress are trademarks of FCA US LLC and used under license by Premium and Collectibles Trading Co. Ltd. ©2021 FCA US LLC.

Printed in Poland

CUSTOMER SERVICES
United Kingdom
Call 020 3991 1199 or email support@uk.fanhome.com or ask your newsagent to reserve future issues for you to collect.

USA
Call 1-800-978-1455 or email support@usa.fanhome.com

The price of this issue includes the magazine and the attached pieces for model assembly.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14. This product is not a toy and is not designed or intended for use in play. The collection is complete in 110 parts. Items may vary from those shown.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. the model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes. All rights reserved.

The driving sequences in the Fast & Furious motion pictures were filmed with professional stunt drivers, under carefully-controlled conditions, for entertainment purposes only. No attempt should be made to duplicate any of the racing activities or sequences depicted therein. Universal neither condones nor endorses the use of this or any related product in any manner whatsoever other than in strict accordance with applicable federal, state and local laws and speed limits.



SUKI
A PASSION FOR DESIGN

She is one of the most striking female characters in the *Fast & Furious* franchise. A woman with a great competitive spirit, she leads a team formed only by women. Suki is an excellent driver, and loves designing vinyl graphics for cars.

At the start of *2 Fast 2 Furious*, we have the chance to meet some new characters in the franchise. The first one is Suki, a real name in the world of cars and racing in Miami. It won't be long before we see how skillfully she handles fast cars. A good friend of Suki is Tej Parker, the owner of Juancitos Garage, well-known in the city of Miami. A great lover of speed, an accident he had during a race has led him to organise races instead of participating in them. And this is what we see him doing at the start of the film: preparing a street race for four drivers. They are Slap Jack, who shows up in a 1993 Toyota Supra Turbo Mk IV; Orange Julius, with his booming voice, in his orange 1994 Mazda RX-7FD; and Suki, who is preparing an original all-pink Honda S2000 along with her female crew.

THE FOURTH DRIVER

And the fourth driver? That's the first thing Tej asks, when his associates have blocked off the streets so that the race can begin. "He ain't here," says Slap Jack. "It was Joaquin, but he had to work the graveyard shift." Tej is annoyed by such a lack of reliability and says that, if there's no fourth competitor, the race is off. But he offers a solution. With a simple phone call, he can get a fourth driver there in just four minutes. The drivers agree and Tej makes the call. And, four minutes later, none other than Brian O'Conner, who some there know by his nickname *Bullitt*, shows up in his 1994 Nissan Skyline GT-R R34. Brian, who was last seen at the end of *The Fast and the Furious*, putting his future in the police in jeopardy when he let Dominic Toretto escape, eventually handed in his badge and began traveling to different places in the USA to make a name for himself in the world of street racing. Until he settled in Miami, as we saw in the short *Turbo Charged Prelude to 2 Fast 2 Furious*.

Tej makes the rules of the race crystal clear: each competitor has to put 3,500 dollars in to be able to participate and the winner takes all. Tej himself is the starter.

The actress and model Devon Aoki plays the part of Suki. a woman who combines her passion for design with her love of speed.

It soon becomes clear that the race is going to be really hard-fought.

Orange Julius tries to get the better of Suki, making fun of her pink car. But she's going to show him what she's made of. The fact that a woman has been able to make a name for herself in a world traditionally dominated by men means that she is good enough and brave enough to know when to step on the accelerator.

The four cars race round the streets of Miami like bolts of lightning. Before the finish, Tej has prepared a surprise for them: the vehicles have to jump over a drawbridge that has started to open. Brian makes good use of the nitrous and manages to overtake Slap in midair. His rival loses control of his car when he touches down again and runs off the road. For her part, Suki shows more bravery than Julius, who doesn't even dare to jump the bridge. Brian finishes first and takes the money. Suki finishes second, but she is happy she proved Orange Julius wrong.

A SPECIAL TALENT

From this race forward, Tej and Suki are rarely seen apart. Tej runs the races in Miami but never competes. As he confesses, he prefers to work on the organisation and take the money. Suki, for her part, really loves speed and risk, although she also has other interests, like thinking up possible designs for the bodywork of fast cars.

When Brian gets his old friend Roman to agree to help him on his mission to infiltrate the group of drivers that the drug trafficker Carter Verone wants to hire, he doesn't hesitate to go and see his buddies. He thus finds Tej running a jet ski race. He and Roman greet one another rather unenthusiastically, without suspecting that, with the passage of time, they will eventually become close friends. Suki is sitting next to Tej, concentrating completely on her sketchbook. Brian asks to see what she is working on. "What's the latest?" he asks. "It's a work in progress. It's not finished yet," she says, showing him a spectacular illustration of some bodywork decorated in her personal style.

A CLOSE-KNIT TEAM

Jimmy, one of the best mechanics in Miami, almost always tags along with Tej and Suki. The three of them become a very important back-up team for the mission Brian and Roman have to perform. On one hand they are being closely watched by the police, and on the other they are under the attentive gaze of the dangerous Verone. When, for example, Jimmy detects that the cars they are driving are wired so that the authorities know where they are at all times, Tej advises him to look for some new vehicles. To do this, he organises an original relay race in which Brian and Roman will have to face two arrogant drivers. This time, they are not racing for money, but for the ownership of the vehicles. "Loser walks home," Suki tells them. Of course, Brian and Roman manage to win.

Apart from organising races and spending hours in the garage tuning vehicles, Tej, Suki and Jimmy also amuse themselves with other things, like card games. Of course, they rarely play without betting. Playing for money makes it more fun.

Suki, Slap Jack and Orange Julius discuss the conditions of the street race that is about to take place through the streets of Miami.



DEVON AOKI



Playing the part of Suki in *2 Fast 2 Furious* was a huge challenge for model Devon Aoki, because she had never driven before. In fact, before she started, Devon had to get her driver's licence and take an intensive course in order to look like an experienced driver. Devon grew up between the beaches of Malibu and the fog of London. Aged just 14 she was signed by the Storm modeling agency, with which she began her meteoric career as a model. After doing campaigns for firms as prestigious as Chanel, Versace and Gaultier, she appeared on the covers of many fashion magazines and in some well-known videos, such as *The Way You Look* by Elton John. Since her spectacular appearance in the *Fast & Furious* franchise, Devon continued her acting career as Miho, in *Sin City* (2005); Kasumi, in *DOA: Dead or Alive* (2006), and Kira, in *War* (2007).

A DIVERSIONARY TACTIC

Towards the end of *2 Fast 2 Furious*, we see that Tej and Suki play an essential part in the resolution of the case. To be able to carry out the plan they have devised, Brian and Roman need to get the Miami police, who start to chase them with dozens of patrol cars, off their backs. At the wheels of their respective vehicles, a 2001 Mitsubishi Eclipse Spyder GTS and a 2002 Mitsubishi Lancer Evolution VII, both hide inside a garage, which is surrounded by police cars. After a few minutes, the doors of the garage open and hundreds of racing cars that have come from all over Florida begin to pour out. The police go completely crazy. Nevertheless, thanks to aerial surveillance devices, they detect the Eclipse and the Lancer in motion. All the police cars go after them. When the two vehicles are stopped, it is not Brian and Roman driving them, as they had thought, but Tej and Suki, who have taken their places to allow their friends to escape. A perfect diversionary tactic!



In one of the promotional images for the film, Ludacris is flanked by Eva Mendes and Devon Aoki, the two female protagonists of the second edition of the franchise.



THE DODGE BRAND IN MÉXICO

The Chrysler Group's presence in Mexico dates back to 1939, when a group of local businessmen created the company Automex to assemble Chrysler Group models shipped from the USA. Today the company has several production plants and is solidly established in the country.

The FCA group has various production and distribution centres in Mexico. The Toluco plant, enlarged in 1994, manufactures the Dodge Journey, Jeep® Compass and Fiat 500. In the photo, taken in 2013, an employee is working on the assembly of a vehicle.

The plant at Lago Alberto, in Mexico City, was enlarged after World War II to increase production. In 1962 Chrysler was one of the companies that accepted the government's new law that made it necessary for a large percentage of the vehicles assembled in the country to be manufactured locally with the idea of developing a real production industry in the automobile sector in Mexico. This enabled Chrysler to consolidate its presence in Mexico and launch different models, including some of the Dodge brand such as the Dart or the D Series pickup trucks. The most successful Dodge models in Mexico featured vehicles like the 1964 Dodge 330 Sedan; its replacement, the 1966 Dodge Dart 170; its sports car version the Dodge Dart GTS; the luxury 1970 Dodge Monaco; the 1975 Dodge Valiant Super Bee, a "muscle car" developed by the Mexican subsidiary, and the Dodge Magnum 400 Turbo, a model also exclusive to the Mexican market that was, in its day, the fastest standard car in the country.

The Dodge brand's Mexican range currently includes vehicles identical to those on sale in the United States, such as the Dodge Challenger, the Dodge Charger, the Dodge Durango and the Dodge Gran Caravan, with others adapted to the local market, to compete particularly in the low-end vehicle market. These include the Dodge Vision and Dodge Neon models, both based on Fiat models, and the Attitude, one of the brand's most popular models in the country and which is derived from a Mitsubishi model.



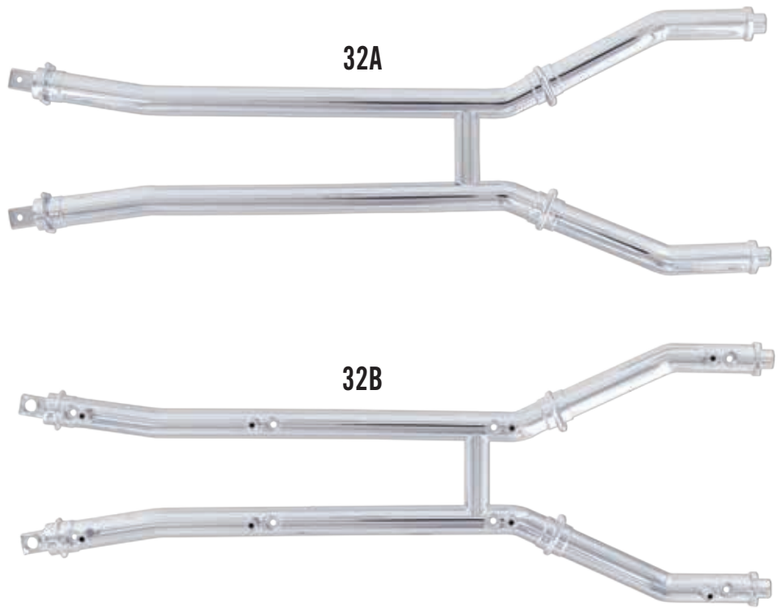
The Dodge Journey is an SUV with a practical, 6-seat cabin. It is one of the most-sold of the brand's models in Mexico.



ASSEMBLING THE EXHAUST PIPE

In this assembly session you will join the parts of the central exhaust pipe system.

PIECES FOR THIS STAGE



32A Central exhaust pipe (piece 1)

32B Central exhaust pipe (piece 2)

AP Screws 1,7 × 4 mm, (x10)*

* Some of the parts are spares.

Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

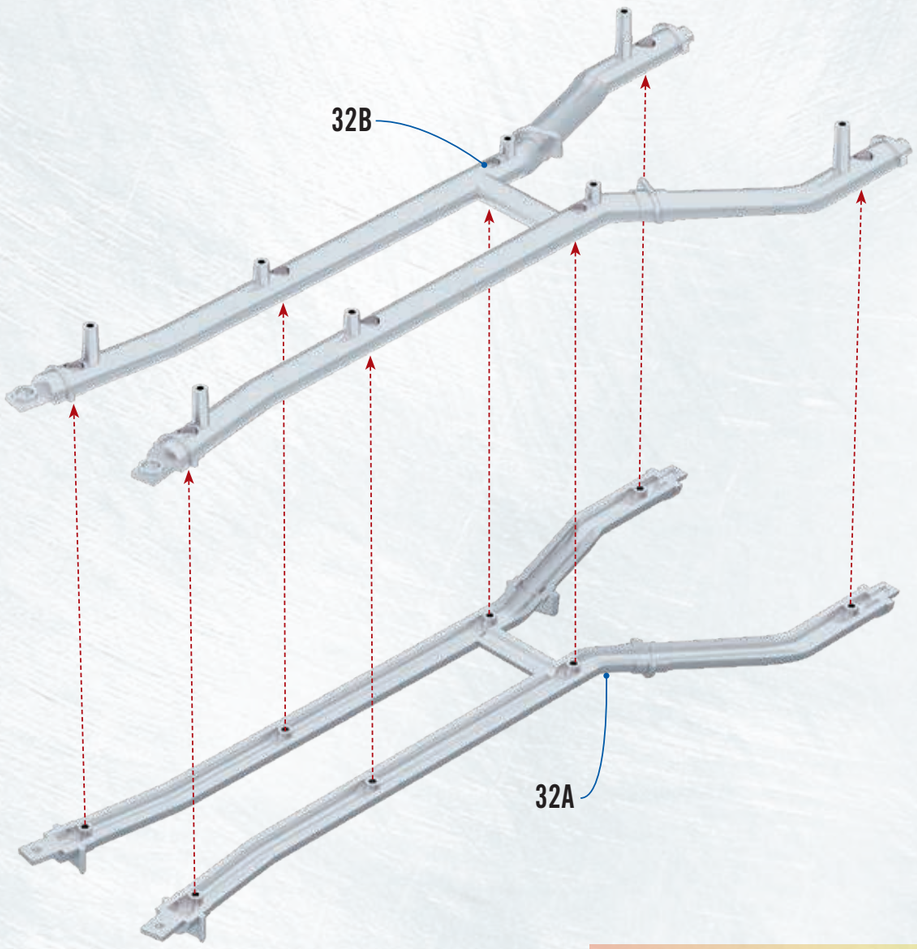
ASSEMBLY AREA



EXHAUST PIPE SYSTEM

Assembling the exhaust pipe

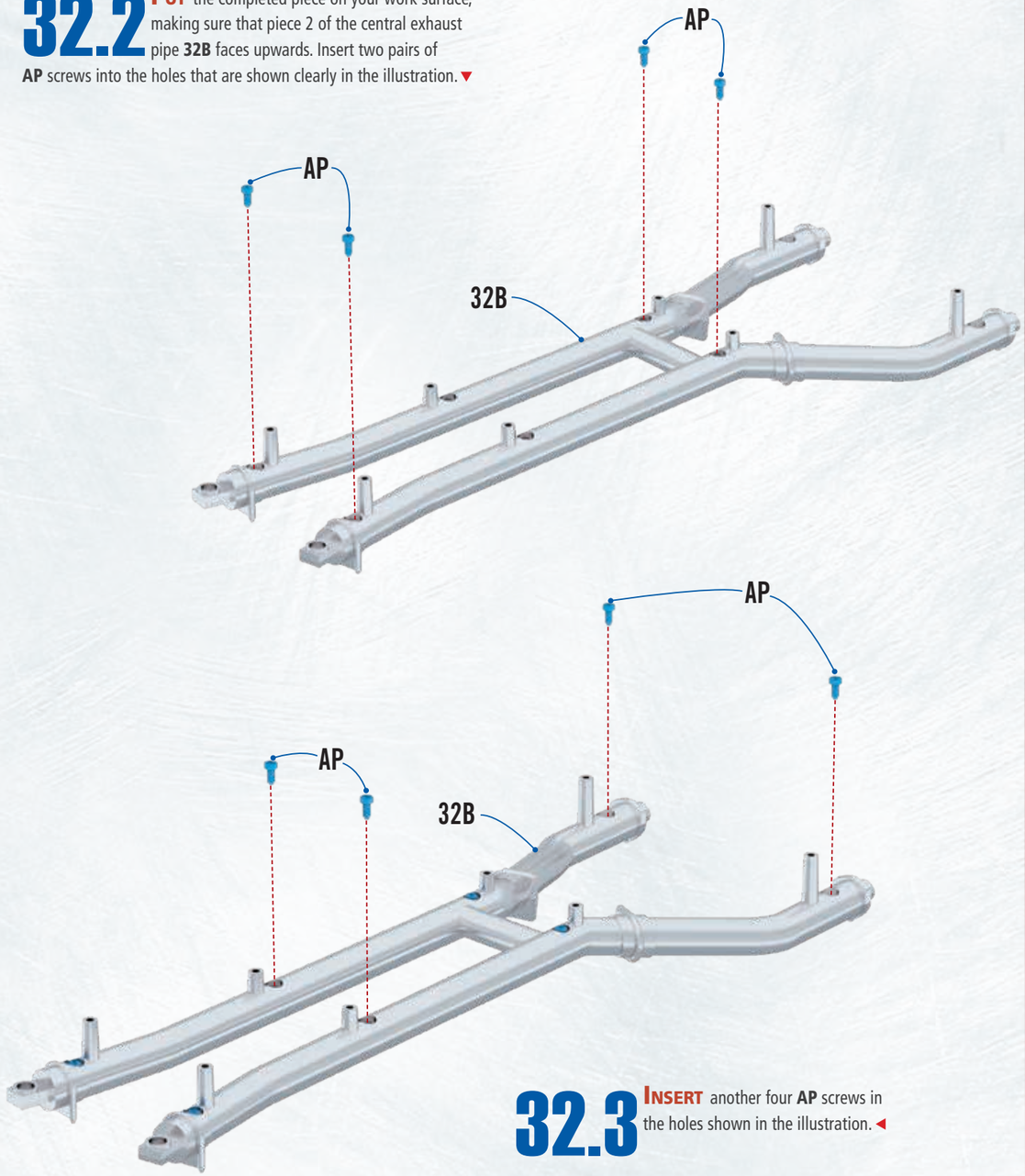
32.1 **JOIN** the two pieces of the central exhaust pipe (**32A** and **32B**) by clicking the respective elements into place. ▼



USEFUL TIP

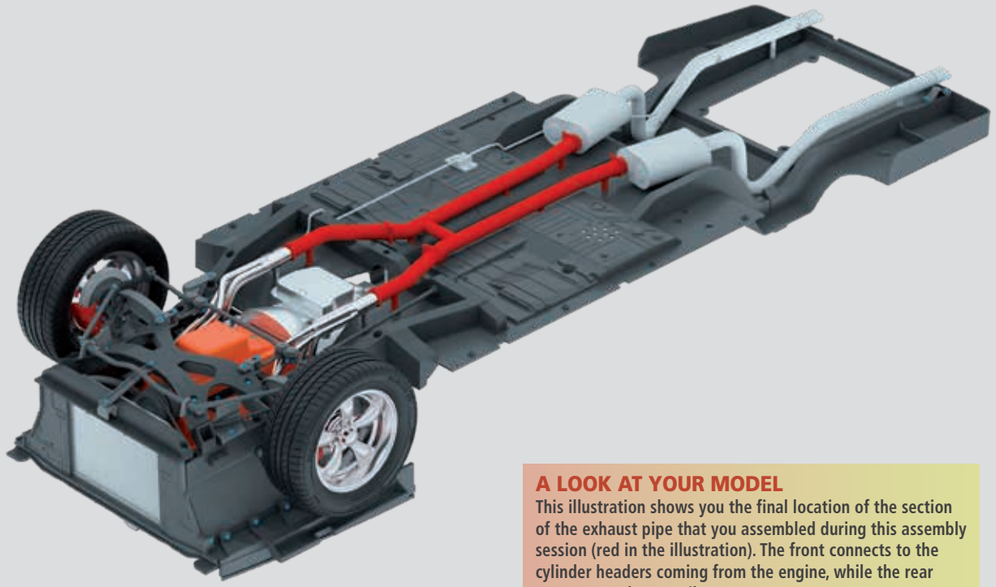
When you have to use a lot of screws to join two parts together, it is best to use a criss-cross tightening sequence, which consists of gradually tightening opposite screws alternately.This technique ensures that the parts are joined perfectly and avoids annoying breakages.

32.2 **PUT** the completed piece on your work surface, making sure that piece 2 of the central exhaust pipe **32B** faces upwards. Insert two pairs of **AP** screws into the holes that are shown clearly in the illustration. ▼



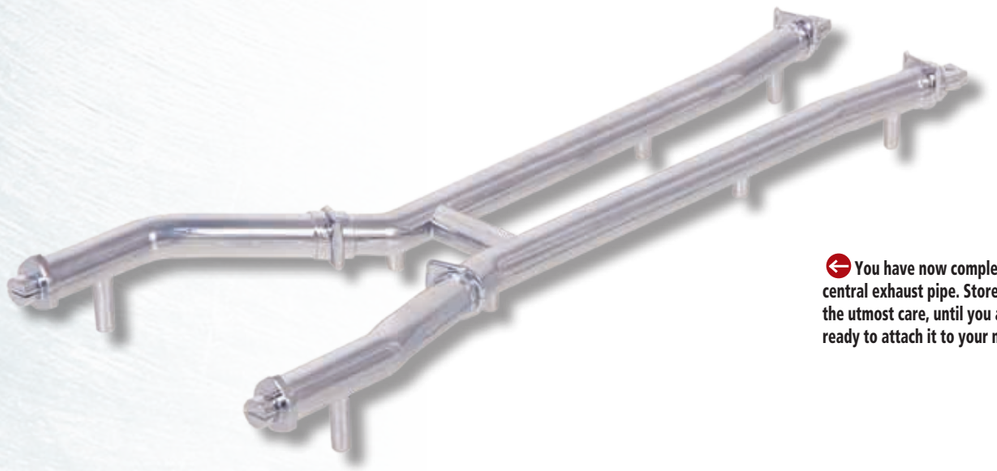
32.3 **INSERT** another four **AP** screws in the holes shown in the illustration. ◄

Assembling the exhaust pipe



A LOOK AT YOUR MODEL
This illustration shows you the final location of the section of the exhaust pipe that you assembled during this assembly session (red in the illustration). The front connects to the cylinder headers coming from the engine, while the rear connects to the two silencers.

STAGE 32 FINAL RESULT



You have now completed the central exhaust pipe. Store it with the utmost care, until you are ready to attach it to your model.

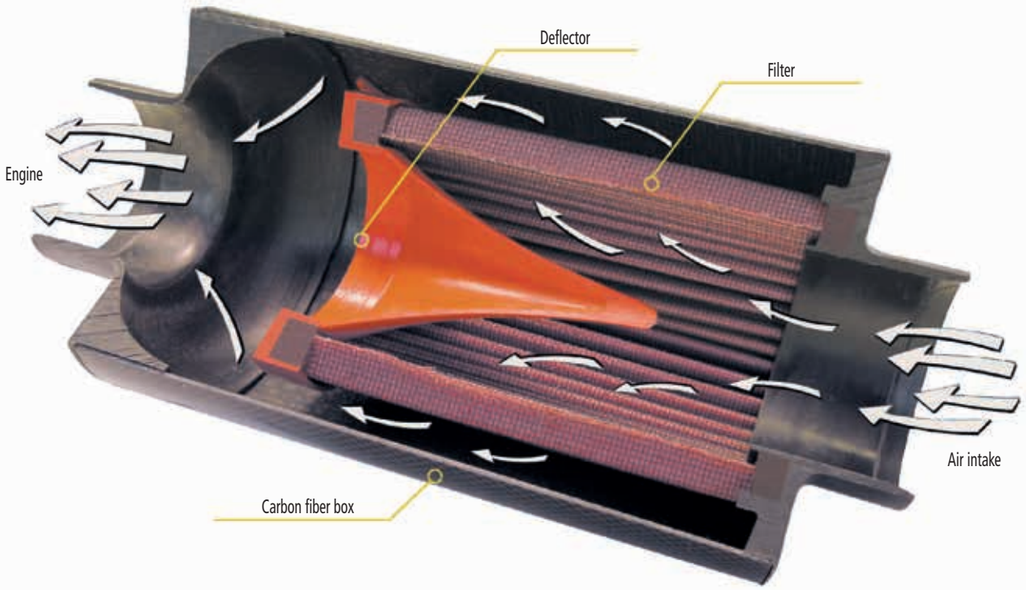
DYNAMIC ASPIRATION



The dynamic intake kits represent the top option when it comes to a solution that increases engine power. It involves installing a new airbox that replaces the original one, inside which there is a high-performance filter: let's see how they work together.

It is possible to find different types of dynamic intake kits with different shapes and materials on the market. The highest-performing types are carbon fibre. The common denominator is the presence of an airbox that will replace the original one. The advantages over the direct suction solution are easily identifiable: first of all, the possibility of the engine breathing fresher air that is denser and richer in oxygen. This is thanks to a new carbon-fibre filter box that surrounds the filter element, protecting it from the heat of the engine compartment. Secondly, the exploitation of air pressure through the dynamic intake that is almost like a supercharging effect. The installation of a direct intake kit makes it possible to modify the engine delivery, favouring

The CDA filter system consists of a cylindrical air box in carbon fibre that contains a washable and regenerable filter element. The choice of composite material is because carbon has low thermal conductivity.



In dynamic aspiration, according to the Venturi principle, the air brought into the kit by the flexible duct expands and compresses again, creating a faster flow and 'supercharging' the engine.

high speeds and slightly penalising the intermediate ones. In this case, it is useful to combine the installation of a dynamic intake system with the remapping of the control unit to further emphasise the increase in performance, which can even reach an additional 10hp.

CHOOSING THE RIGHT ONE

From the manufacturers' catalogue, we must try to look for a specific version for our car whenever possible. Otherwise, we can install a universal version, with due care. There are, in fact, several universal versions for each product, which usually differ in size. Therefore, we must check the remaining space inside the engine compartment once the standard airbox has been removed. Of course, we choose a version that fits into that space. It is essential to avoid any restriction of the airflow, and we must try to choose a version with an inlet diameter as similar as possible to the original one. Among the solutions most used by tuners, we should mention the Carbon Dynamic Airbox (CDA) by BMC Air Filters. They were among the first manufacturers to launch a direct intake kit on the market. The CDA is a patented filtration system consisting of a cylindrical air box in carbon fibre containing a washable and regenerable filter element. Thanks to its structure, the air is conveyed towards the engine with a higher pressure and at a lower temperature. This leads to an increase in performance in terms of power and torque. The CDA is a universal system adaptable to any type of car. The different applications are supported by a wide range of accessories that are needed during the installation phase. There is also a version with a plastic airbox, called the DIA (Direct Intake Airsystem). It is a system with a unique structure that ensures that the intake air is conveyed to the engine at a higher speed and flow rate than traditional systems. This creates a considerable improvement in engine performance. The DIA consists of a plastic airbox containing flow deviators and a washable and regenerable filter element. The universal kit includes a flexible hose to convey fresh air into the airbox, an easy-to-install connection sleeve and two reductions to allow installation in the most common applications.



POLYESTER AIR FILTERS

As we saw in the previous issue, when we talk about air filters, they must both ensure a good passage of air. At the same time, they must provide filtration to prevent dirt particles from ending up in the cylinders. The two operations are actually antagonistic to each other. The perfect filter can optimise these two functions most efficiently, providing the right volume of air without introducing harmful particles into the engine. Nowadays, most production cars are typically equipped with paper filters. For sports filters, the most common solution is to use oil-soaked cotton filters. A new technology recently arrived on the market, adopted for the first time by the Sprint Filter company. It involves the use of a polyester filter fabric and offers astounding results.

A WINNING TECHNOLOGY

What are the advantages of this new technology? First of all, the polyester fabric is exceptionally permeable and stable. It is not influenced either by folding during construction or by the pressure difference created during operation. Not even maintenance affects its

Sometimes the remapping of the control unit with the aim of obtaining perfect carburation at all revs allows us to guarantee even more important improvements, in combination with the dynamic intake kit.



In addition to round boxes, there are also oval versions, such as the BMC OTA, with a 5-layer carbon airbox, designed to allow high versatility in the installation of the device.

performance. Meanwhile, airflow through cotton filters is affected by the number of folds and the number of layers used.

Furthermore, it tends to deform during the phases described above, thus creating on its surface areas variable and unpredictable filtration values. Meanwhile, the polyester air filter is extremely efficient, ensuring a very high airflow, which cannot be matched either by the cotton filters, whose permeability depends on the number of layers used or by the standard paper filters. Let's remember the simple equation: More Air = More Power! Moreover, the polyester filter's construction precision allows for a filtration performance that remains constant over time. On the other hand, the cotton filter is characterised by extremely variable openings, from a few microns to several tenths. This means that the cotton filter initially has a low filtering power (equal to 50% of the contaminant with a range between 5 and 200µ). Only after forming a thin layer of dust on the filtering surface does the filtering power increase up to 80% of the aforementioned range, but with a drastic loss of pressure.

Can they damage the engine?

Objectively, the adoption of an air filter increases the airflow rate. At the same time, on a theoretical level, it could lead to an excessive leaning of the air-petrol mixture. Let us remember that to reach the ideal stoichiometric ratio, the injection system must mix 1 part of petrol to 14.7 parts of air. If there is too much air, we speak of lean carburation; if, on the other hand, there is too much petrol it will be defined as "rich". In the former case, we could encounter engine malfunctions and overheating. In the latter case, we would have excessive fuel consumption and a greater amount of carbon monoxide in the exhaust gases. However, we can sleep peacefully, because the adoption of a simple sports filter or a direct or dynamic intake kit will not lead to an increase in flow rate that would compromise the engine's reliability.

In summary, for 50% of its life, the cotton filter has a low filtering power, while it displays a high pressure drop for the rest of the time.

HOW IS IT MADE?

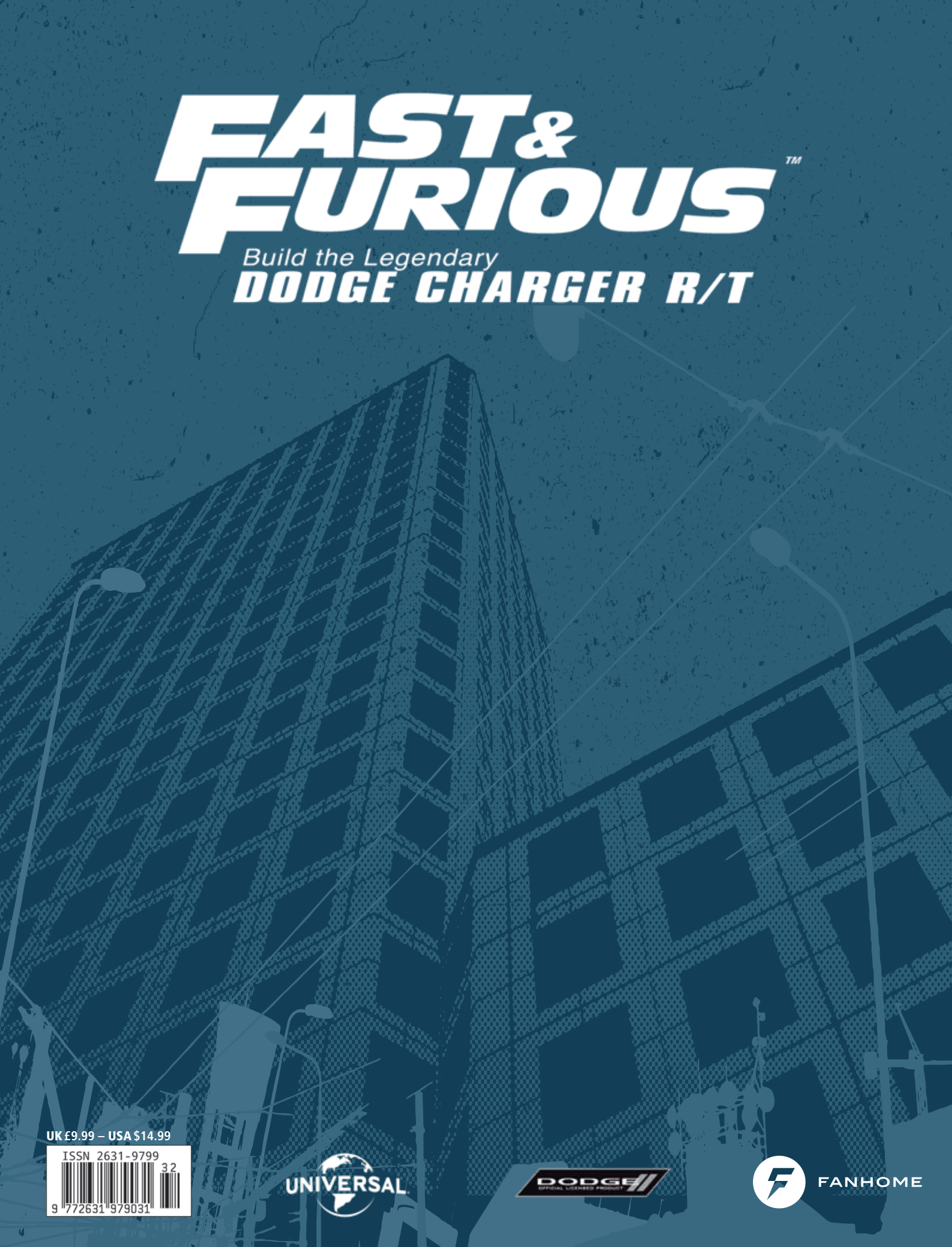
The polyester filter element is made up of a thin filament, woven to generate a mesh of only a few tens of microns thick. It is homogeneous and compact, and capable of filtering all the significant particles while allowing a substantial air volume. Thanks to its uniform structure, the polyester filter ensures less disturbance to the airflow. This is thanks to the fact that the special, patented filter material in the single-layer polyester Sprint Filter allows it to minimise turbulence over the entire surface of the air filter, thus ensuring perfect functionality of the airbox. In terms of performance, with the simple installation of a polyester filter, torque increases between 4Nm and 10Nm can be achieved, with an increase in power that can even reach 10hp.

STEEL MESH

Something that further distinguishes polyester filters from cotton ones is the use of a fine steel mesh, instead of aluminium, with an epoxy coating to support the filter membrane. The advantages are many: for example, the wire's strength allows you to weave the mesh with larger spaces (the free surface, in fact, goes from 66% to 80%). It also allows the manufacturer to create a filter with superior structural characteristics. No weight increase is caused by the use of steel compared to the lighter aluminium: in addition to the broader mesh, the diameter of the wire used is lower than the previous structure, abundantly compensating for the higher specific weight.

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799 32

9 772631 979031

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME